



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee Meeting

Annotated Agenda

Friday, June 25, 2010

****1:00 p.m.****

Cook County Conference Room

CMAQ Offices

Note: the meeting materials can be found at <http://www.cmap.illinois.gov/cmaq/minutes.aspx>

1.0 Call to Order and Introductions 1:00 p.m.
Ross Patronskey, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of May 6, 2010 Minutes
The draft minutes for the May 6, 2010 meeting are attached.

ACTION REQUESTED: Approval of the minutes.

4.0 Project Changes

4.1 Cicero Rail Yard Locomotive Diesel Retrofit (TIP ID 05-09-0002)

The sponsor is requesting changing the scope of the project from purchasing GenSets to single engine locomotive options. At this time it is unclear if there will be a cost change. Staff recommends approval.

4.2 Schaumburg-Schaumburg and Barrington Roads Intersection Improvements (TIP ID 03-00-0108)

The sponsor is requesting to add ROW as an approved phase and move \$1,081,776 federal funding from Construction to ROW. No cost change is requested at this time. Staff recommends consideration.

The sponsor is additionally requesting to move \$9,000 (federal) construction funds into PHII. No cost change is requested. Staff undertook this as an administrative modification.

4.3 IDOT I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd (TIP ID 03-09-0011)

The sponsor is requesting a cost increase of \$96,000 federal. Staff recommends approval.

4.4 IDOT US 12/45/Mannheim Rd at Lawrence Ave (TIP ID 04-09-0004)

IDOT is requesting to decrease the cost and scope of the project. Staff requests your approval.

4.5 Pace Rideshare Marketing (TIP ID 13-08-0009)

The project sponsor are requesting combine their FFY 2008 funding with IEPA's Clean Air Public Information Campaign and Regional Carpool Radio Advertising. IEPA concurs with the request. Staff recommends approval.

4.6 Round Lake Beach IL 134/Main Street Sidewalk Project, from West village limit to East village limit (TIP ID 10-10-0005)

The sponsor is requesting to move all funding into construction. No cost change is requested. Staff undertook this as an administrative modification.

4.7 Addison Mill Rd Bridge Sidewalk Project (TIP ID 08-06-0052)

The sponsor is requesting to move all PHII funding into construction. No cost change is requested. Staff undertook this as an administrative modification.

5.0 Program Management

5.1 State Appropriation

An update on State Appropriation will be given to the committee.

ACTION REQUESTED: Discussion

5.2 Agreement Processing

Mr. Darrell Lewis, Bureau Chief of Local Roads and Streets will be in attendance to discuss agreement processing. CMAP staff will provide a brief overview of the agreement processing summit held by APWA on June 24, 2010.

ACTION REQUESTED: Discussion

5.3 May Status Update

Project sponsors with phases programmed in 2010 received notification to complete a short online form as a status update by May 31, 2010. The Programming Policies adopted in 2009 require all new projects to submit a Job Number Request Form (JRF) to IDOT or grant application to FTA by the May status update. 52 did not complete the status update. 5 projects are for your consideration for removal from the program, these projects either did not submit a status update and have no JNRF on file with CMAP or did submit a May status update and indicated they have not submitted a JNRF. The five projects equal a total funding of \$1,500,338.

ACTION REQUESTED: Consider removal of five CMAQ projects from FY 2010 program.

6.0 One Time Moves

With the May status updates some concerns have arisen regarding what justifies "out of sponsor's control". Staff requests a discussion of "out of sponsor's control" in advance of the October action on project moves/withdrawals.

ACTION REQUESTED: Discussion

7.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

8.0 Other Business

9.0 Next Meeting

The next meeting is scheduled for July 29, 2010 at 2 p.m. at the CMAP offices.

10.0 Adjournment

CMAQ Project Selection Committee Members:

____ Ross Patronsky, Chair

____ Martin Buehler

____ Luann Hamilton

____ Mark Pitstick

____ Mike Rogers

____ Susan Stitt

____ Jeff Schielke



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CMAQ Project Selection Committee

May 6, 2010 minutes

Members Present: Chair - Ross Patronsky – CMAP, Marty Buehler – Counties, Larry Keller – Council of Mayors, Luann Hamilton – City of Chicago, Mark Pitstick - RTA, , Susan Stitt - IDOT

Members Absent: Mike Rogers – IEPA

Others Present: Michael Connelly, Kama Dobbs, John Donovan, Nick Haddad, Valbona Kokoshi, Bill Lenski, Glen Mushinski, Keith Privett, Tom Rickert, Chad Riddle, Chris Staron, David Tomzik, Mike Walczak, Jan Ward (via phone), and Tammy Wierciak

Staff Present: Patricia Berry, Don Kopec, Tom Murtha, Holly Ostidick, Russell Pietrowiak, Joy Schaad,

1.0 Call to Order and Introductions

Chairman Ross Patronsky opened the meeting at 2:04 p.m. Attendees introduced themselves.

2.0 Agenda Changes and Announcements

Michael Connelly has been promoted to General Manager of Capital Finance at CTA.

3.0 Approval of March 25, 2010 Minutes

With the correction of spelling of Luann Hamilton's name, the March 25, 2010 minutes were approved on a motion by M. Pitstick and a second by Mayor Keller.

4.0 Project Changes

4.1 Kane County DOT IL 64 from Randall Rd to Burlington Rd (TIP ID 09-09-0013)

The original application was unclear and led to a change in the project limits. On a motion by M. Buehler and a second by R. Patronsky, committee voted to approve the sponsor's request to change the project limits to include Burlington Rd from IL 64 to the Kane County DOT offices.

4.2 McHenry County DOT – Miller Rd/Bull Valley Rd. at N. Front St and Green St (TIP ID 11-06-0043)

The sponsor requested the transfer of funds from Phase II Engineering to construction in the amount of \$157,950 total (\$126,360 federal) leaving \$295,800 to be used for PH II engineering and the remainder be placed in construction. Staff undertook this as an administrative modification.

- 4.3 **Metra - Installation of GenSets on two Metra Switch Engines (TIP ID 13-10-0007)**
The project sponsor is requesting the project be moved from FFY 11 into the current year (FFY 10) of the TIP. Bids are expected late summer or early fall. It was clarified that with the reversal of the SAFETEA-LU rescission the amount of funding in FFY 2010 is not a critical limit. Also, because it is being processed as a transit grant, the obligation ceiling and state appropriation limits do not come into play. On a motion by M. Pitstick and a second by L. Hamilton, the committee voted to approve the request. While on the topic, the chairman asked Tom Murtha to give a report on progress of the diesel retrofit agreements. Tom said that the remaining hang up was related to insurance. Some railroads are self-insured so cannot use the contract wording that IDOT proposed. Having a single master agreement is not considered as critical as it was before so this looks resolvable.
- 4.4 **Villa Park - South Villa Ave Sidewalk from Wildwood Ave to Park Blv (TIP ID 08-06-0004)**
The project sponsor is requesting their project be combined with an STP Project TIP ID 08-00-0049 (Villa Ave from St. Charles Rd. to Madison St. reconstruction project). The combined project: Villa Park – Villa Ave from St. Charles Rd. to Madison St. will have TIP ID 08-00-0049. The CMAQ amount programmed for the newly combined project would remain unchanged at \$219,000 total (\$175,000 federal). Staff undertook this action as an administrative modification.
- 4.5 **Chicago DOT – Grayland Station Parking – Milwaukee North Line (TIP ID 18-04-0561)**
The sponsor is requesting the sponsorship be transferred to Metra. Metra has agreed with the request. Staff undertook this action as an administrative modification.

5.0 Program Management

- 5.1 **State Appropriation**
For SFY 2010, the region initially had \$21 million in State appropriation, and subsequently IDOT secured an additional \$50 million. Of the \$71 million, the region has used \$61 million. The June letting is likely to use most of the remaining \$10 million as there are currently projects totaling \$7.6 million in federal share on the IDOT letting. This number does not include expected diesel retrofits, transit projects and city projects. Of these only the federal portion of city projects and diesel emission reduction projects use state appropriation. Staff is of the understanding that only \$21 million of State appropriation is currently in process for the Illinois FY 2011 budget. With all the emphasis being put on pushing sponsors to get their projects obligated, it is doubtful that this will be enough. Susan Stitt was asked to check on the status and see if a higher number could be reserved for CMAQ appropriations. She agreed to look into it.

5.2 Agreement Processing

Patricia led off the topic by saying that there have been discussions at several meetings, (including the County Engineers meeting) where many project sponsors have expressed concerns about the length of time it takes IDOT to process agreements (consultant agreements and local agency agreements). She said that all parties acknowledged that IDOT staff is working very hard and is well respected, but unexpected and/or long delays have reduced the effectiveness of Active Program Management efforts to improve CMAQ project obligations. She reiterated that we are not trying to assign blame, just asking what CMAP, the Planning Liaisons and the other parties can do to help IDOT so that agreement processing will go faster.

Chad Riddle explained that sometimes these complaints are not valid, that in actuality the submittal was not complete or the project did not have the required design approval, but some reports of slow processing are valid. Chad explained that the staffing shortage in District One's Bureau of Local Roads and Streets has been addressed with consultants filling most vacancies, but there is still a staffing shortage in the Central Office's Bureau of Local Roads and Streets and for quite a while the priority was ARRA projects which are nearly done, so things should get better now. Susan Stitt commented that September 2010 is the last ARRA letting and that engineering agreements with new firms, i.e. those that do not have an audit on record, take much more attention from the auditors, so those tend to be the ones that get hung up. Legal review of right of way agreements has been a bigger issue of late as well.

Chad pointed out that construction agreements tend to have priority over engineering agreements because they have letting deadlines. Chad said that IDOT recently changed their process so that staff of the Central Office and of the District Office comment on a proposed agreement at the same time and send it to the locals for changes, rather than the Central Office commenting after the locals have made the corrections. He also said that IDOT has established a new tracking system so it is easier to see when a project gets delayed and why. IDOT is looking forward to seeing the results of the tracking system to see if there are patterns to the delays which will help in addressing the too-long time frame. Susan Stitt said that she will speak with the Central Office's OP&P staff, the Division of Highways staff and the Chief Counsel's office. Susan noted that once the results of the analysis are available, it will be much clearer what the focus should be.

5.3 May Status Update

Holly Ostdick reminded the committee that according to the programming policies developed during 2008 and early 2009 by the CMAQ PSC (adopted by the MPO Policy Committee in March 2009), new project sponsors must submit their Job Request Form (JRF) to IDOT or grant application to FTA before the May status update. Status updates for all projects are required in May and in October. Holly noted that an email reminder was sent to all project sponsors with phases in 2010 about the required May status update and the requirement that the State JRF must be submitted by May 31st for projects that have not been initiated. She said that a report on the results of the May status updates will be given at the June CMAQ PSC meeting.

5.4 Rescission Issues

Ross Patronsky reported that the reversal of the \$8.7 billion SAFETEA-LU rescission has been formalized in a notice from the Federal Highway Administration, but that there is no additional obligation authority, so the restored funds will be competing with other programs such as STP, Equity Bonus, Interstate Maintenance, and NHS, etc for the limited pool of obligating authority. In relative terms, there is now less obligating authority for CMAQ because most of the equity bonus funds that were rescinded and later restored, had special obligating authority originally, which was not restored. The restored funds have been restored as 2010 funds, so they won't lapse until the end of FFY 2013. This is in contrast to the funds that were rescinded, much of which came from FFY 2007 and would have lapsed at the end of September. Currently Ross, with information from IDOT, estimates that no funds are at risk to lapse at the end of 2010 and about \$22 million is at risk for the end of FY 2011.

6.0 CMAQ and High Speed Rail

John Donovan of FHWA reported that USDOT has confirmed CMAQ funds can be used for high speed rail within non-attainment areas, based on 2002 guidelines. He suggested that CMAQ funding wouldn't stretch far in light of the high cost to implement high speed rail and pointed out that in Illinois, there is a federal record of decision (ROD) on high speed rail improvements from Chicago to Dwight and for a no build alternative to the south. He was asked if high speed rail operations are eligible for CMAQ funding as well, and he said that one could make that argument.

7.0 Soft Match

Holly Ostdick said that she had received a request that the Committee consider a position on the use of soft match on CMAQ projects and pointed out the March 2007 IDOT Circular attached with the agenda, then opened the topic up for discussion. Chad Riddle of IDOT said that IDOT prefers not to accept soft match as it takes months of paperwork. Even for ITEP projects IDOT has reserved the right to say yes or no to soft match. Ross pointed out that it was not for projects in the pipeline – but a policy now would deal with new projects. He said that from CMAP staff's perspective it takes a good deal more effort and time to process them which can really slow down a project; a problem in an era when we are putting so much effort into seeing that the projects are moving expeditiously. Also he has noticed some very "creative" soft match scenarios – which do not appear to be in the spirit of the soft match provisions. Marty Buehler suggested that the committee should take a stance that it is not allowed – unless the Committee agrees to an exception. John Donovan said that the federal offices are getting a flurry of questions on this as well.

Ross said that it is most problematic when the idea surfaces late in the project's development. It would be best to know the sponsor's intent to use soft match at the time of application approval – then we could make a judgment by type of project – whether it is suitable for soft match or not. It was pointed out that currently the applications ask for the source of local match. It was thought that the language may be too vague. Ross offered to have CMAP staff look at those applications and see what happened. It was agreed that the use of soft match is not appropriate for phase one engineering, right of way and diesel retrofits. There was unanimous agreement that soft match should be discouraged but could be considered on an exception basis, if known at the time of application.

8.0 Programming Approaches

Ross reminded the committee that at the last CMAQ PSC meeting several different approaches to programming CMAQ funds were discussed and that a memo describing those was attached to the agenda. Ross encouraged a decision on one aspect today, formalizing the decision made last year to skip programming for FFY 2011 and to now go routinely to a biennial call for projects. He pointed out the great success we are seeing in improved project accomplishment and that this would not have been achieved without all the extra staff effort being put into encouraging sponsors to get their projects moving quickly.

There were concerns raised that if a sponsor missed the January deadline for a project they would have to wait a full two years to submit it. John Donovan was asked what most MPOs do and he responded that it is quite mixed. He pointed out that the St. Louis region only calls for projects triennially. Holly reminded the group that the research Stephanie Dock did on other MPOs' procedures regarding CMAQ programming showed the majority only added CMAQ projects to their programs with TIP updates – every two years. Luann Hamilton suggested we should look at bigger MPOs – New York, Los Angeles and Atlanta. Others agreed that we should look at more MPOs. Ross clarified that in our region we update the TIP quite frequently, but only do conformity analysis semiannually.

There was a comment that we should be tying our programming decisions to the adopted *GO TO 2040* plan and we should be careful not to compromise that intention. Another member commented that doing the CMAQ program is important and it may take a lot of staff effort to do it well. A couple of members made the point that transit projects are not so easily planned two years ahead, that projects need to respond to new challenges and new opportunities and the projects often have to be innovative. An option brought up was to bifurcate the process and have some money programmed on a two year cycle and some set aside for an annual call and to target those funds to particular project types.

Luann said she was afraid that we would get more project applications and that many will be projects that are not really ready, where the sponsor just didn't want to miss the chance to submit. Ross commented that thankfully with the PLs' involvement this year, projects that were not well thought out got caught early on.

The discussion turned to other aspects of programming CMAQ projects. While there seems to be agreement that the biggest factor should remain air quality benefit, we can build in more consideration for project readiness, support for *GO TO 2040*, and the sponsor's history of accomplishment. Luann Hamilton said that while she disagreed with the idea of setting aside a specific amount of funding for a particular goal, adding a focus area to each cycle is good. She clarified that it should not be decided how much funding goes to each type of project until we see the quality of the projects applied for.

Marty Buehler pointed out that *GO TO 2040* encourages programmers to consider "livability" in the funding decisions. ([The *GO TO 2040* plan describes "livable communities" as follows: Livable communities are healthy, safe, and walkable. Livable communities offer transportation choices providing timely access to schools, jobs, services, and basic needs. Livable communities are imbued with strength and vitality features which emerge from preserving the unique characteristics that give our diverse communities "a sense of place."](#)) There was discussion of

the difference of livability and sustainability and that FHWA has definition on their livability website. John Donovan pointed out that there will be joint efforts on livability between the USDOT and EPA and HUD and each agency has a different perspective. Keith Privett reported that the Bike/Ped Task Force is talking about suggesting that CMAQ programming reflect a priority of regional bike trails over local trails; the regional greenways map can serve as a guide.

Marty Buehler reminded the group that regarding active program management – implementation is the goal and innovative projects can be much more difficult to implement than traditional projects. He said that we need to keep our focus on implementation, not planning. If agencies want to do plans – they should apply for UWP funds then come to CMAQ for implementation funding. It would be good to provide an incentive for municipalities to update their comprehensive plans as inspired by *GO TO 2040*. He also said that while all bike paths are good, we should consider limiting CMAQ funds to regional bike paths and the community should fund trails in their areas.

9.0 Public Comment

There was none.

10.0 Other Business

Marty Buehler asked if staff could provide an update on Skokie's Oakton Station project. Ross asked Chris Staron, the North Shore Council of Mayors Planning Liaison to present details. Chris said that the advertisement to contractors was published April 29th and bid opening will be May 18th. When asked, Chris responded that he thought that the latest engineer's estimate of cost was around \$20 million. Ross pointed out that about \$14 million of the cost will be paid with CMAQ funding.

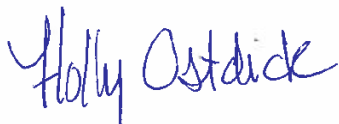
11.0 Next Meeting

The next meeting is scheduled for June 24, 2010 at 2 p.m. at the CMAP offices. (It was later re-scheduled to Friday, June 25th at 1:00)

12.0 Adjournment

On a motion by Mayor Keller and a second by Chairman Patronsky, the committee voted to adjourn the meeting at 4:00 p.m.

Respectfully Submitted,



Holly Ostidick
CMAQ Program Manager
/JMS



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MEMORANDUM

To: CMAQ Project Selection Committee
Date: June 25th, 2010
From: Russell J. Pietrowiak, Associate Planner
Re: CMAQ Project Change Requests

6 projects have been submitted for changes. The net change in the federal CMAQ amount programmed is -\$364,000. The sponsors' requests are attached.

For Committee Consideration:

Cicero – Cicero Rail Yard Switch Engine Retrofit (TIP ID 05-09-0002)

The sponsor is requesting a scope change. The sponsor would like to change the scope of the diesel emissions reduction project from purchasing GenSet engines to purchasing single engine locomotive options. BNSF has indicated that they have encountered significant maintenance and performance issues with several GenSet engines that are currently in use in Texas. At this time it is unclear as to whether a cost increase request will be made. Total CMAQ funding for this project is programmed at \$2,800,000 total (\$1,820,000 federal).

Staff is conducting a re-evaluation of the benefits; this information will be ready the first part of next week.

Recommendation to the CMAQ Project Selection Committee:

- **Consider the scope change for Cicero – Cicero Rail Yard Switch Engine Retrofit (TIP ID 05-09-0002) diesel emissions reduction project to include purchase of single engine locomotive options instead of Genset engines.**

Schaumburg – Schaumburg and Barrington Road Intersection Improvements (TIP ID 03-00-0108).

The sponsor is requesting a scope change and to transfer funds. The sponsor would like to change the scope of the project to include Right of Way (ROW) acquisition. In addition the sponsor would also like to transfer funds from Construction to Right of Way (ROW) acquisition. The intersection improvement project has \$1,505,800 total (\$1,204,600 federal) programmed for Construction. Currently there are no funds allocated for ROW acquisition. The sponsor would like to transfer \$1,352,220 total (\$1,081,776 federal) from Construction to ROW acquisition and \$11,250 (\$9,000 federal) from Construction to Phase II Engineering. The remaining amount programmed for Construction would be \$4,918,630 total (\$601,337 federal). The sponsor is not asking for a cost increase at this time but has indicated that one will likely be made in the future for construction.

The project sponsor submitted a request for a cost increase in 2008 and the committee denied the request because construction would not be initiated until 2011. The Committee also recommended that the sponsor apply for additional funds as part of the FY 2010 programming cycle. Schaumburg did not submit an application for funding in FFY 2010. Total CMAQ funding for this project is programmed at \$2,605,750 total (\$2,084,600 federal).

Recommendation to the CMAQ Project Selection Committee:

- **Consider the scope change and transfer of funds for Schaumburg – Schaumburg and Barrington Road Intersection Improvements (TIPD ID 03-00-0108) intersection improvement project to include Right of Way (ROW) acquisition and the transfer funds of \$1,352,220 total (\$1,081,776 federal) from Construction to ROW for total project funding of \$2,605,750 total (\$2,084,600 federal). Staff undertook moving \$11,250 (\$9,000 federal) from Construction to PHII engineering as an administrative modification.**

IDOT – I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd (TIP ID 03-09-0011)

The sponsor of this project is requesting a cost increase due to increased construction costs. The completion of preliminary engineering has yielded a more accurate project cost estimate which has resulted in the cost of this project increasing. The project was originally programmed for \$470,000 total (\$376,000 federal). The sponsor is seeking a cost increase to \$590,000 total and (\$472,000 federal) for a difference of \$120,000 total (\$96,000 federal). The project was re-ranked with the increased cost and the dollar per KG of VOC eliminated increased from \$303 to \$381 and the rank was unchanged at 4th among 2007 pedestrian projects. All projects ranked higher were funded.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approval of the cost increase for IDOT – I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd (TIP ID 03-09-0011) in the amount of \$120,000 total (\$96,000 federal) for a total project funding of \$590,000 total (\$472,000 federal).**

IDOT – US 12/45/Mannheim Rd at Lawrence Ave (TIP ID 04-09-0004)

The sponsor is requesting a scope and limits change, along with a cost reduction. The sponsor would like to reduce the scope of this project from including turn lanes and traffic signal interconnects to only a traffic signal interconnect project. The sponsor would also like to change the limits associated with this project from its current limits of US 12/20/45 (Mannheim Road) at Lawrence Avenue, and Lawrence Avenue from US 12/20/45 (Mannheim Road) to Forester Avenue, to Lawrence Avenue from US 12/20/45 (Mannheim Road) to Des Plaines River Road. With the change in project limits and scope the sponsor has indicated that the cost of the project should be reduced to \$150,000 total (\$120,000 federal) for the signal interconnect work, a reduction of \$575,000 total (\$460,000 federal). Total CMAQ funding for this project is currently programmed at \$725,000 total (\$580,000) federal. The project was re-ranked as a signal interconnect project with the decreased cost and the dollar per KG of VOC eliminated changed from \$605 to \$145 and re-ranked to 1st among 2009 signal interconnect projects.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approval of the scope and limits change, along with a reduction in funding for IDOT – US 12/45/Mannheim Rd at Lawrence Ave (TIP ID 04-09-0004) to include traffic signal interconnects along Lawrence Ave. from US 12/20/45 (Mannheim Road) to Des Plaines River Road and to reduce the funding for this project to \$150,000 total (\$120,000 federal).**

Pace Rideshare Marketing (TIP ID 13-08-0009)

Pace is requesting to combine their FFY 2008 funding for Rideshare Markets (\$350,000 federal) with IEPA's Clean Air Public Information Campaign and Regional Carpool Radio Advertising (13-97-0002 \$550,000 federal). IEPA concurs with the request. In 2008 these projects were separated with the committee's approval at IEPA's and Pace's request. Given the history of the project, staff recommends this as a onetime measure to combine the projects in order to get the funding expended and the project accomplished. This combination of funding should not be necessary in the future.

- **Consider approval of combining Pace Rideshare Marketing (TIP ID 13-08-0009) and IEPA Clean Air Public Information Campaign and Regional Carpool Radio Advertising (TIP ID 13-97-0002) for a total federal amount of \$900,000 in TIP ID 13-97-0002.**

Administrative Changes:

Round Lake – IL 134/Main Street Sidewalk Project, from west village limit to east village limit (TIPD ID 10-10-0005)

The sponsor is requesting to transfer all remaining funds to Construction. The pedestrian project has \$9,000 total (\$7,000 federal) remaining that the sponsor would like transferred to construction. The sponsor is not asking for a cost increase. Total CMAQ funding for this project is programmed at \$344,000 total (\$270,000 federal). Staff undertook this as an administrative change.

Addison – Mill Road Bridge Sidewalk Project (TIP ID 08-06-0052)

The sponsor is requesting to transfer funds from Phase II Engineering to Construction. Phase II Engineering has been completed and the sponsor would like to transfer the remaining Phase II engineering funds to construction. Total CMAQ funding for this project is programmed at \$545,996 total (\$436,797 federal). This project is scheduled to be let in September 2010. Staff undertook this as an administrative change.

05-09-0002 request

From: Mills, Ryan J [mailto:Ryan.Mills@BNSF.com]

Sent: Wednesday, June 02, 2010 2:05 PM

To: 'Johnson, Jason L'; Holly Ostdick

Cc: Lupton, Greg S; Harpring, Jeff L; Seep, David C; 'jalvarez@thetownofcicero.com'

Subject: RE: CMAQ BNSF-Cicero Project

Ms. Ostdick,

As Jason Johnson mentioned to you by phone, BNSF would like to request a change of scope in our CMAP project to purchase two gensets for operation in the town of Cicero. We have several gensets operating in Texas and have found that they present significant maintenance and performance issues. My management has recommended that we seek single engine locomotive options for any grant opportunities that we have available.

At this time BNSF does not have the cost of a Tier II switch locomotive, but we are in the process of requesting proposals for these on a different project. I would anticipate that it would be comparable to that of a genset, but I can provide you with further information once our scope change request is approved and we get proposals back from the manufacturers. Please let me know if there is any additional information that you need. Thank you for your consideration of this request.

Regards,

Ryan Mills

Mgr Environmental Program Development

BNSF Railway

785-435-2257 Office

785-250-4821 Mobile

From: Johnson, Jason L [mailto:Jason.Johnson@illinois.gov]

Sent: Wednesday, June 02, 2010 1:08 PM

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **05-09-0002**

Description: **Cicero Rail Yard Switch Engine Retrofit**

Ranking Computation

	2009 Award	2009 Increase
Kilos VOC eliminated	7,529.6330	4,672.0000
Cost	\$ 2,800,000	\$ 2,800,000
\$/Kilo VOC eliminated	\$ 372	\$ 599
Rank	11	12

Project Expenses

	Federal Share	Total	Fed %	Basis
2009 Award	\$ 1,820,000	\$ 2,800,000	65.0%	Approved project
2009 Increase	\$ 1,820,000	\$ 2,800,000	65.0%	Letter from Sponsor
Increase Amount	\$ -	\$ -		

CMAQ ID
05-09-0002

Cicero Rail Yard Switch Engine Retrofit

		Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed Program
DR13093149	Cook County Dept of Environmental Control-Cook County Fleet Diesel Retrofit	\$806,754	\$633,873	\$31	\$633,873
DR13093151	Pace-Bus Diesel Engine Retrofits	\$7,700,000	\$6,160,000	\$130	\$4,548,080
DR13093150	IEPA-Chicago Area Diesel Retrofit Program	\$1,000,000	\$1,000,000	\$111	\$1,000,000
DR01093127	IEPA-Retrofit of Amtrak Switcher Engines	\$3,000,000	\$2,400,000	\$190	\$1,200,000
DR01093125	CDOE-Chicago Diesel Emissions Reduction Project	\$6,949,000	\$5,447,000	\$275	\$1,739,000
DR04093133	Berkeley-Union Pacific Proviso Railyard Switcher Engine Retrofit	\$3,200,000	\$2,560,000	\$212	\$2,080,000
DR01093126	IEPA-Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	\$6,000,000	\$4,800,000	\$213	
DR06093132	Bedford Park-BRC Clearing Yard Switcher Retrofit	\$33,700,000	\$26,960,000	\$232	\$2,925,000
DR07093135	IEPA-CSXT Barr Rail Yard Switch Engine Retrofit-Year 2 & 3	\$6,000,000	\$4,800,000	\$266	
DR13093148	Riverdale-Indiana Harbor Belt Railroad SD-20 Retrofit	\$6,588,000	\$5,270,400	\$320	
DR05093134	Cicero-Cicero Rail Yard Locomotive Diesel Retrofit	\$2,800,000	\$2,100,000	\$372	\$1,820,000
DR13093142	Franklin Park-Indiana Harbor Belt Railroad Switcher Engine Retrofit	\$5,668,000	\$4,534,400	\$403	\$2,763,150
Revised Rank		\$2,800,000	\$2,100,000	\$599	\$1,820,000
DR13093182	IDOT-IDOT Maintenance Fleet Emissions Reduction	\$2,681,000	\$2,681,000	\$821	\$800,000
DR07093136	Riverdale-Biofuels Facility for the South Region	\$667,000	\$500,000	Not Analyzed	



VILLAGE OF SCHAUMBURG

ENGINEERING & PUBLIC WORKS DEPARTMENT / 714 S. PLUM GROVE ROAD / SCHAUMBURG, IL 60193-4329
847.895.7100 / TDD 847.923.4105 / FAX 847.895.6086 / WWW.VILLAGEOFSCHAUMBURG.COM

May 25, 2010

Ms. Holly Ostlick
Manager, CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: Barrington Road-Schaumburg Road Intersection Improvements
Section #: 01-00074-00-CH
TIP ID#: 03-00-0108

Dear Ms. Ostlick:

The Village of Schaumburg is in Phase II Engineering for the Barrington Road at Schaumburg Road intersection. In order to complete the design phase of the project and prepare the project for construction, we would like to transfer CMAQ funds from the Construction Phase to the ROW Phase to fully fund it with an 80/20 split.

Currently, there are no CMAQ funds allocated for the ROW Phase. We would like to reallocate \$1,081,776 from the Construction Phase to this ROW Phase. Please see the attached funding split tables for a detailed breakdown of the project costs. The transfer of these funds is essential to moving the project forward. Local funds do not currently cover the entire ROW cost, however, the local match of 20% is available should the CMAQ funds be reallocated.

After the ROW acquisition and design stages of the project are closer to completion and a more defined cost estimate is available, the Village, IDOT and the Cook County Highway Department will request a CMAQ funding increase for the balance of the construction funds.

If you have any questions or require additional information, please do not hesitate to contact Kristin Mehl of our office at 847-923-6618 or kmehl@ci.schaumburg.il.us.

Sincerely,

A handwritten signature in blue ink that reads "Steven R. Weinstock".

Steven R. Weinstock, P.E.
Director of Engineering and Public Works

Att.

pc: Director of Transportation, June Johnson

BARRINGTON RD/SCHAUMBURG RD INTERSECTION IMPROVEMENT

FUNDING SPLIT WITH CURRENT CMAQ APPROVED FUNDING

	Total	Federal CMAQ % 80%*	Local Share
Construction			
Construction	\$4,441,333	34.3%	\$1,524,426
Phase III Engineering (11%)	\$488,547	34.3%	\$167,687
Construction Sub-Total	\$4,929,880		\$1,692,113
Phase I Engineering	\$155,057	80.0%	\$124,046
Phase II Engineering and Plats	\$335,552	80.0%	\$268,442
Appraisals and Negotiations	\$102,220	0.0%	\$0
ROW/Acquisitions	\$1,250,000	0.0%	\$0
Grand Total	\$6,772,709		\$2,084,600

CMAQ Funding Secured

\$2,084,600

FUNDING SPLIT WITH REQUESTED CMAQ FUNDING

	Total	Federal CMAQ % 80%*	Local Share
Construction			
Construction	\$4,441,333	12.4%	\$549,853
Phase III Engineering (11%)	\$488,547	12.4%	\$60,484
Construction Sub-Total	\$4,929,880		\$610,337
Phase I Engineering	\$155,057	80.0%	\$124,046
Phase II Engineering and Plats	\$335,552	80.0%	\$268,442
Appraisals and Negotiations	\$102,220	80.0%	\$81,776
ROW/Acquisitions	\$1,250,000	80.0%	\$1,000,000
Grand Total	\$6,772,709		\$2,084,600

CMAQ Funding Secured

\$2,084,600

* Up to amount of CMAQ Funding Secured



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

May 5, 2010

Ms. Holly Ostdick
Manager, CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Willis Tower
Chicago, IL 60606

Subject: IDOT CMAQ Projects

- 1) Interstate Route 290 at Biesterfield Road (II03093114)
- 2) US 12/20/45 (Mannheim Road) at Lawrence Avenue (II04093180)

Dear Ms. Ostdick:

Our Department has recently completed that Phase I preliminary engineering for the proposed project at Interstate Route 290 and Biesterfield Road previously approved for CMAQ funding. The completion of the preliminary engineering process has yielded a more accurate cost estimate for the project based on the final geometric design. The cost estimate for the project is now \$700,000 versus the preliminary estimate of \$400,000. The limits and improvement scope are consistent with the approved CMAQ application. The extent of the traffic signal improvements and need for light pole relocations to accommodate the proposed geometric improvements resulted in the identified cost increases. Therefore, we respectfully request an increase in the approved CMAQ funding amount for this project from \$320,000 to \$560,000 to account for this cost change.

Our agency was also pursuing preliminary engineering for improvements at US 12/20/45 (Mannheim Road) and Lawrence Avenue previously approved for CMAQ funding. In conjunction with the proposed Interstate Route 190 project, our Department intends to reconstruct U.S. Route 12/20/45 (Mannheim Road) from Illinois Route 72 (Higgins Road) to Illinois Route 19 (Irving Park Road), which includes the intersection of Lawrence Avenue. Until the recent passage of the Illinois Jobs Now! Capital Improvement Program, funding for the Interstate Route 190 project (including the Mannheim Road reconstruction) was not available.

Illinois Jobs Now! provided partial funding for the overall Interstate 190 project and the various project components were recently prioritized based on this limited funding. Based on the logical progression of project components with consideration to constructability and construction staging, the Mannheim Road reconstruction component was included in the priorities to utilize the available Illinois Jobs Now! funding. As such, our Department will be proceeding with the ultimate reconstruction project along Mannheim Road and no longer intends to utilize CMAQ funding towards an improvement that will have limited benefit in terms of duration.


Ms. Holly Ostlick
May 5, 2010
Page two

The Mannheim Road project had been approved for CMAQ funding in the amount of \$440,000. It is requested that the cost increase identified for Interstate Route 290 at Biesterfield Road be approved (+ \$240,000) and that this cost increase be offset by the deletion of the Mannheim Road at Lawrence Avenue project (– \$440,000). Your favorable consideration of this request is greatly appreciated.

If you have any questions or need additional information, please contact Mr. Brian Carlson, Program Development Section Chief, at (847) 705-4080.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
John Fortmann, P.E.
Engineer of Program Development

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 03-09-0011

Description: IDOT - I-290/IL 53. SB Exit Ramp at IL. 53/Biesterfield Rd.

Ranking Computation

	2009	2010
Tons VOC eliminated	1,549.7466	1,549.7466
Cost	\$ 470,000	\$ 590,000
\$/Ton VOC eliminated	\$ 303	\$ 381
Rank	4	4

Project Expenses

	Federal Share	Total	Fed %
2009	\$ 376,000	\$ 470,000	80.0%
2010	\$ 472,000	\$ 590,000	80.0%
Increase Amount	\$ 96,000	\$ 120,000	

Chicago Metropolitan Agency for Planning

TIP Division

Reranking of project 03-09-0011: 03-09-0011

IDOT - I-290/IL 53. SB Exit Ramp at IL 53/Biesterfield Rd.

FY 2008 CMAQ Program - Bicycle Facilities

CMAQ ID	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated
II03093137	IDOT-IL 19/Irving Park Rd at Barrington Rd	\$420,000	\$336,000	\$105
II08093120	IDOT-IL 59 at North Aurora Rd	\$175,000	\$140,000	\$137
II10093179	IDOT-US 45 at Gages Lake Rd	\$345,000	\$276,000	\$177
II03093144	IDOT-I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd	\$470,000	\$376,000	\$303
	Revised Rank			\$381
II08093119	IDOT-US 34 at Pasquinelli Dr	\$375,000	\$300,000	\$523
II04093180	IDOT-US 12/45/Mannheim Rd at Lawrence Ave	\$625,000	\$500,000	\$605
II07093122	IDOT-IL 50/Cicero Ave at 167th St	\$345,000	\$276,000	\$1,120
II10093154	IDOT-IL 137/Buckley Rd at O'Plaine Rd	\$345,000	\$276,000	\$1,486
II03093118	IDOT-IL 59/Sutton Rd at Stearns Rd	\$345,000	\$276,000	\$1,719
II08093060	DuPage County DOT-55th St at Cass Ave	\$2,409,000	\$1,847,000	\$1,725
II11093195	IDOT-IL 47 from IL 176 South Junction to IL 176 North Junction	\$625,000	\$500,000	\$2,343
II06093123	IDOT-104th Ave/Flavin Rd at 95th St	\$3,150,000	\$2,520,000	\$2,972
II10093152	IDOT-US 12/Rand Rd at Bonner Rd	\$345,000	\$276,000	\$3,099
II03093131	IDOT-Barrington Rd at Bode Rd	\$485,000	\$388,000	\$3,319
II09093065	Kane County DOT-Huntley Rd at Galligan Rd	\$2,045,500	\$1,522,800	\$3,611
II10093147	IDOT-IL 176/Liberty St at Fairfield St	\$690,000	\$552,000	\$3,791
II10093059	Lake County DOT-Hunt Club Rd at Wadsworth Rd	\$2,019,000	\$936,000	\$4,044

04-09-0004 request2.txt

From: Holly Ostdick
Sent: Monday, June 14, 2010 11:08 AM
To: Russell Pietrowiak
Subject: FW: Cost Change for CMAQ

From: Carlson, Brian M [mailto:Brian.Carlson@illinois.gov]
Sent: Thursday, June 10, 2010 12:47 PM
To: Holly Ostdick
Subject: RE: Cost Change for CMAQ

I-290 at Bieserfield Road (07CY10 letting)
Original cost \$400K (\$320 CMAQ). New cost \$590K (\$472 CMAQ)
There have been no changes in scope of work or limits of improvement. Cost increase is based on engineer's estimate utilizing current unit prices.

US 12/20/45 (Mannheim Road) at Lawrence Ave (09CY10 letting)
Rather than withdrawing the project, we request that the scope and limits be revised and the cost be reduced. The project limits were US 12/20/45 (Mannheim Road) at Lawrence Avenue, and Lawrence Avenue from US 12/20/45 (Mannheim Road) to Forester Avenue. The scope was turning lanes and traffic signal interconnect. The new limits are Lawrence Avenue from US 12/20/45 (Mannheim Road) to Des Plaines River Road. The new scope of work is traffic signal interconnection. The new cost is \$150K (\$120K CMAQ). The scope of work and limits have been revised to remove the turn lanes at US 12/20/45 (Mannheim Road) at Lawrence Avenue since this work will be accomplished under a larger contract along US 12/20/45 (Mannheim Road).

Your favorable consideration of this request is greatly appreciated.

From: Holly Ostdick [mailto:Hostdick@cmap.illinois.gov]
Sent: Wednesday, June 09, 2010 1:16 PM
To: Carlson, Brian M
Subject: Cost Change for CMAQ

Can you please confirm that there are no changes to these projects:

Cost Change – IDOT I-290 @ Biesterfield cost increase
US 12/20/45 @ Lawrence withdrawal

Thanks,
Holly

Holly A. Ostdick
Chicago Metropolitan Agency for Planning • Manager • CMAQ Program
233 S. Wacker Blvd. • Suite 800 • Chicago, IL 60606
Ph: 312-386-8836 • Fx: 312-386-8837 • Cell: 312-415-0139

This message has been scanned by MessageScreen? on behalf of the Chicago Metropolitan Agency for Planning.

Chicago Metropolitan Agency for Planning

CMAQ Cost Decrease Analysis

TIP ID: **04-09-0004**

Description: **US 12/45/Mannheim Rd at Lawrence Ave**

Ranking Computation

	2009 Award	2010 Decrease
Kilos VOC eliminated	1,033.5596	1,033.5596
Cost	\$ 725,000	\$ 150,000
\$/Kilo VOC eliminated	\$ 605	\$ 145
Rank	9	1

Project Expenses

	Federal Share	Total	Fed %	Basis
2009 Award	\$ 580,000	\$ 725,000	80.0%	Approved project
2010 Decrease	\$ 120,000	\$ 150,000	80.0%	Letter from Sponsor
Increase Amount	\$ (460,000)	\$ (575,000)		

FY 2009 CMAQ Program

CMAQ ID	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed Program	Proposed 2010	Proposed 2011	Proposed 2012
Revised Rank				\$145				
SI09093077	Kane County DOT-Orchard Rd from Randall Rd to Rochester Dr	\$675,500	\$540,400	\$187	\$56,000	\$484,400		
SI10093048	Lake County DOT-Rollins Rd from US 12 to Lotus Dr	\$1,685,000	\$1,348,000	\$192	\$1,348,000			
SI09093078	Kane County DOT-Randall Rd from Dean St to Main St	\$1,001,900	\$801,500	\$260	\$80,000	\$721,500		
SI12093083	IDOT-Baltimore St & Water St from First St to Kahler Rd	\$170,000	\$128,000	\$269	\$128,000			
SI09093051	Elgin-Kimball St and National St from State St to Dundee Ave/Villa St	\$145,000	\$103,200	\$273	\$103,200			
SI07093092	IDOT-Harlem Ave from Oak Park Ave to St Francis Rd/Cox Ave	\$180,000	\$136,000	\$380	\$136,000			
SI04093037	IDOT-Lawrence Ave from US 12/45/Mannheim Rd to Forster Ave	\$110,000	\$80,000	\$439				
SI08093027	DuPage County DOT-75th St from Ranch View Dr to Woodward Ave	\$730,000	\$584,000	\$449	\$584,000			
II04093180	IDOT-US 12/45/Mannheim Rd at Lawrence Ave	\$625,000	\$500,000	\$605	\$32,000	\$108,000	\$440,000	
SI12093093	Bolingbrook-Lily Cache Ln from Veterans Pwy to IL 53/Bolingbrook Dr	\$671,000	\$178,000	\$737	\$178,000			
SI09093081	IDOT-Main St from 8th St to 5th St	\$330,000	\$248,000	\$757	\$248,000			
SI10093050	Lake County DOT-IL 83 from US 45 to Westmoreland Dr	\$552,000	\$441,600	\$815	\$441,600			
SI08093033	DuPage County DOT-County Farm Rd/Army Trail Rd from Schick Rd/Green	\$828,000	\$542,000	\$837	\$542,000			
SI07093038	IDOT-Lincoln Hwy from Chicago Rd to State St	\$920,000	\$688,000	\$960				
SI09093074	IDOT-US 20 from Plank Rd/Coombs Rd to Nesler Rd	\$270,000	\$200,000	\$1,034	\$200,000			
SI11093082	IDOT-Richmond Rd from Johnsbury Rd to Blake Rd	\$460,000	\$344,000	\$1,070	\$344,000			
SI09093080	Kane County DOT-IL 64 from Randall Rd to Burlington Rd	\$1,736,200	\$1,389,000	\$1,186	\$240,000	\$1,149,000		
SI09093079	Kane County DOT-Kirk Rd from Dunham Rd to IL 64	\$981,700	\$785,400	\$1,207				
SI10093047	Lake County DOT-Quentin Rd from Old McHenry Rd to Ensell Rd	\$444,000	\$355,200	\$1,492				
SI10093046	Lake County DOT-Milwaukee Ave from Grand Ave to Engle Dr	\$669,000	\$535,200	\$1,615				
SI10093049	Lake County DOT-Riverside Rd/Milwaukee Ave from Grand Ave to Great A	\$457,000	\$365,600	\$2,315				
SI01093021	CDOT-Chicago Ave from Austin Blv to Orleans St	\$11,070,000	\$8,856,000	\$2,901				
SI01093097	CDOT-IL 64/North Ave from Menard St to Ashland Ave	\$15,880,000	\$12,704,000	\$3,187				
SI01093025	CDOT-79th St from Ashland Ave to South Shore Dr	\$8,795,000	\$7,036,000	\$3,381				
SI01093018	CDOT-Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	\$6,985,000	\$4,096,000	\$3,870				
SI01093024	CDOT-Jeffery Blv from Marquette Blv to 95th St	\$7,495,000	\$5,996,000	\$3,892				
SI01093023	CDOT-Halsted St from North Ave to 79th St	\$21,750,000	\$17,400,000	\$4,037				
SI01093019	CDOT-87th St from I-94/Dan Ryan (State St Ramp) to I-90/Chicago Skyway	\$6,840,000	\$5,472,000	\$4,222				
SI07093096	IDOT-IL 50/Cicero Ave from Fieldcrest Dr to 167th St	\$190,000	\$144,000	\$4,750				
SI01093020	CDOT-Michigan Ave and Indiana Ave from 31st St to 63rd St	\$16,270,000	\$13,016,000	\$10,825				
SI01093036	CDOT-Multiple Streets in Southwestern Chicago from Stevenson Ewy at IL	\$46,740,000	\$37,392,000	\$19,586				
SI09093054	Batavia-IL 31 and Wilson St from Main St to IL 25	\$2,028,000	\$1,622,000	\$25,409	\$88,000			

13-08-0009

From: Holly Ostdick [mailto:Hostdick@cmap.illinois.gov]

Sent: Friday, June 18, 2010 10:54 AM

To: Kristian Skogsbakken

Cc: David Tomzik; Lorraine Snorden

Subject: RE: 13-08-0009

Thank you - we are looking for an update on when/how the funds will be spent also. That can be provided at the committee meeting, or if you would like to draft something up for our distribution.

Thank you,
Holly

Holly A. Ostdick
312.386.8836

From: Kristian Skogsbakken [mailto:Kristian.Skogsbakken@Pacebus.com]

Sent: Friday, June 18, 2010 10:50 AM

To: Holly Ostdick

Cc: David Tomzik; Lorraine Snorden

Subject: RE: 13-08-0009

Importance: High

Holly,

Pace is requesting that the FFY2008 CMAQ Rideshare project funds be combined with IEPA's Partners for Clean Air program.

Let me know if you need anything further. Thank you for your assistance.

Kris Skogsbakken

Pace Business Development

(847) 228-4280 phone & fax

10-10-0005 Request

From: Christensen, Bruce D. [mailto:BChristensen@lakecountyil.gov]

Sent: Monday, May 10, 2010 11:13 AM

To: Holly Ostdick

Subject: FW: SJN-ROUND LAKE PARK-SIDEWALKS-10-00032-00-SW-100504

Holly-

The Village asked to move all \$ to construction as they are using MFT for design. I will submit a TIP change.

Bruce D. Christensen

Transportation Coordinator

Lake County Division of Transportation

600 Winchester Road

Libertyville, IL 60048

(847) 377-7400

(847) 362-5290

bchristensen@lakecountyil.gov

08-06-0052 Request

From: Kama Dobbs [mailto:KDobbs@dmmc-cog.org]

Sent: Monday, June 14, 2010 8:51 AM

To: Holly Ostdick

Cc: Rudy Espedido, P.E.; RMagner@civiltechinc.com

Subject: Addison Mill Rd. CMAQ (08-06-0052)

Holly,

The Village of Addison will be letting the subject project for construction this September. On behalf of the Village, I'd like to request that the CMAQ funding remainder for phase 2 engineering be moved to the construction phase, and that the TIP be updated to reflect the cost increase approved by the CMAQ PSC in February 2009.

Thanks,

Kama

KAMA DOBBS

Transportation Project Manager

DuPage Mayors and Managers Conference

1220 Oak Brook Road

Oak Brook, Illinois 60523-2203

Phone: 630-571-0480 x. 232

Fax: 630-571-0484

kdobbs@dmmc-cog.org



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: CMAQ Project Selection Committee

From: Holly Ostdick, Associate Planner

Date: June 25, 2010

Re: May Status Update

On April 30, 2010 an e-mail was distributed to all sponsors of CMAQ projects with phases in FFY 2010 requesting a status update per the programming policies adopted early in 2009. The deadline for the status update was May 31, 2010.

CMAQ requested 167 updates, of those, 115 (69%) responded. 52 (31%) did not respond.

One of the goals of the status update is to determine whether job number request forms or grant applications for new projects (FFY 2010 program) were submitted to the regulatory agencies. Of the 167 projects for which updates were required, 57 (34%) were new and needed to submit a JNRF or grant application. Of the 57, 33 (58%) submitted a JNRF or grant application and responded to the May status update request. 14 of the 57 new projects (25%) did not submit a May update. After researching records we found that some of the 14 new projects that did not submit the May status update did in fact submit a JNRF or grant application and therefore were not included in the recommendation for withdrawal.

The programming policies do not allow for any consideration of removal from the program for those sponsors who did not submit May status updates, only removal of those new projects that have not submitted a JNRF or grant application.

Per the adopted policies, it is recommended that 5 (\$1,500,338 federal) of the project be removed from the CMAQ program for failure to move the project forward in a timely fashion. They are:

TIP ID	Sponsor	Location	Total Cost	Federal Cost
07-10-0002	Oak Forest	158th St and 155th St Sidewalk Project between Laramie Ave and Cicero Ave	\$208,000	\$138,400
07-10-0003	IDOT	Lincoln Hwy from Chicago Rd to State St	\$510,000	\$408,000
08-10-0002	Bensenville	Jefferson St Sidewalk Improvements Evergreen St to York Rd	\$324,000	\$259,200
09-10-0004	St. Charles	IL 64 from Tyler Rd to 7th Ave	\$140,000	\$112,000
13-09-0001	Cook County Dept of Environmental Control	Cook County Fleet Diesel Retrofit	\$2,913,693	\$582,738

Eight project sponsors requested their one time move into a later year. The projects are in yellow on the attached spreadsheet.

Some administrative changes were requested, e.g. moving all funding into construction. These are highlighted in pink on the spreadsheet.



CMAQ May 2010 Status Summary

TIP ID #	Brief Description	May 2010 status done?	JNR or Grant appln needed	JNR or grant done?	Prev one time move?	Phase that moved to 2010	new one time Move "year"	Notes
01-00-0030	130th St and Torrence Ave	yes			no			
01-01-0009	CDOT-Lakefront Trail-Navy Pier Flyover	yes	yes	yes		C		
01-01-0011	CDOT-New Resident/Student Bike Marketing Program	yes	yes	yes	no			
01-02-0027	Cicero Ave Smart Corridor	yes			no			
01-03-0002	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	yes			no			
01-03-0004	Roosevelt Rd from Western Ave to US 41/Lake Shore Dr	yes			no			
01-03-0019	Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd	yes			no			
01-04-0002	35th St Bicycle-Pedestrian Bridge	yes			no			
01-04-0003	Chicago Truck Route Advisory System	yes			no			
01-05-0001	Safe Routes to School Program - Citywide	yes	yes	yes	no			
01-05-0003	Chicago Detour Event Advisory System	yes			no			
01-05-0005	Jackson Park/59th St Bicycle Path	yes				C		
01-06-0002	43rd St Bicycle-Pedestrian Bridge	yes			no			
01-06-0003	Chicago Arterial Congestion Advisory System	yes			no			
01-06-0004	Walk Chicago-Pedestrian Encouragement Program	yes			no			
01-06-0005	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	yes	yes	yes	no			
01-06-0006	Congress Parkway ITS Smart Corridor	yes				C		
01-06-0074	Chicago Diesel Fleet Retrofit Project	yes				I		
01-09-0002	Weber Spur Trail UPRR (Former CNW)	yes	yes	yes	no			Form submitted using wrong TIP ID
01-09-0003	Morgan St Station-Green/Pink Lines	yes				C		
01-09-0004	Union Station Transportation Center	yes			no			
01-09-0006	Retrofit of Amtrak Switcher Engines	yes	yes	n/a		I	2011	agreement with IDOT
01-94-0045	Bike Parking	yes				I		
01-94-0092	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	yes			no			
01-96-0008	CLARK/DIVISION STATION IMPROVEMENT - RED LINE	yes	yes	yes		C		
01-96-0010	PED FAC-CHICAGO-DOWNTOWN PEDESTRIANWAY SIGNAGE	yes				C		

Green - Projects to be considered for removal from the program.

Peach - Did not submit a May status report.

Yellow - Requesting a one-time move.

Green - Did not make their JRF/ Grant submittal deadline.

Pink - Sponsor requested changes.



CMAQ May 2010 Status Summary

TIP ID #	Brief Description	May 2010 status done?	JNR or Grant appln needed	JNR or grant done?	Prev one time move?	Phase that moved to 2010	new one time Move "year"	Notes
01-97-0086	CDOT-Near West Side Signal Interconnect	yes			no			
01-97-0087	Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	yes			no			
01-97-0088	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	yes			no			
01-97-0092	IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	yes			no			
01-99-0014	Chicago Traffic Management Center	yes			no			
01-99-0019	Barrier-Free Cycling Chicago	yes				C		
02-02-9001	Oakton New Station on Yellow Line	no				C		Monthly status reports, but not on-line. Project let on 5-18-10
02-04-0003	Chicago Ave from Grove St to South Blvd	yes			no			Project let
02-05-0004	Greenwood Rd at Glenview Rd	no	yes	yes	no			Project let on 4-23-210
02-08-0001	Techny Trail Segment 3 - Along W Side of Lehigh Av	no				E2		
02-08-0002	The Glen of North Glenview Station Commuter Parking	yes			yes	C		Form submitted using wrong TIP ID
02-09-0002	Yellow Line Infill Stations Dodge/Asbury/Ridge Engineering Feasibility Study	yes				E1		
02-10-0001	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	yes	yes	yes	no			
02-10-0002	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	yes	yes	yes	no			
02-10-0003	Patriot Blv at Independence Ave	no	yes	n/a	no			Village withdrew the project
03-00-0108	Schaumburg-Schaumburg and Barrington Roads Intersection Improvements	yes				E2		
03-03-0103	Palatine Rd from Smith St to US 14/Northwest Hwy	no				C		
03-06-0001	Del Lago Bikeway Connector	yes			no			
03-06-0002	Schaumburg Commuter Rail Facility Bikeway Connector - IL 19/Irving Park Rd Bike Path	yes				R		
03-06-0034	Plum Grove Rd from Bryant Ave to Kirchoff Rd	yes				R	2011	move ROW & Const
03-09-0008	Higgins Rd Pedestrian and Bicycle Project	yes				C		
03-09-0009	IL 19/Irving Park Rd at Barrington Rd	yes				C	2011	move E2 & ROW funds to Constr. & into 2011

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03-09-0010	IL 59/Sutton Rd between N and S Ramp at US 20/Lake St	yes			no	C	2011	move E2 & ROW funds to Constr. & into 2011
03-09-0011	I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd	no				C		
03-09-0012	Dundee Rd Sidewalk	no			no			
03-10-0001	McDonald Creek Bike Path Improvements (sidepath and park path)	yes	yes	yes	no		2011	move E2 & Const.
03-10-0002	Green Bike Facility	yes	yes	yes	no			
03-10-0003	Diesel Fleet Emissions Reduction Project	yes	yes	yes	no			
03-10-0004	IL 59 at Shoe Factory Rd	yes	yes	yes	no			
04-00-0010	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	no			no			
04-08-0002	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	no				E2		
04-09-0002	Union Pacific Proviso Railyard Switcher Engine Retrofit	no	yes	yes		I		
04-09-0003	Indiana Harbor Belt Railroad Switcher Engine Retrofit	no	yes	yes		I		
04-09-0004	US 12/45/Mannheim Rd at Lawrence Ave	no				C		
04-10-0001	Augusta St bike lane from IL 43/Harlem Ave to Austin Blv	yes	yes	yes	no			
04-10-0002	Division St from IL 43/Harlem Ave to Austin Blv -- on-street facility	yes	yes	yes	no			
04-10-0003	Chicago Ave bike lane from IL 43/Harlem Ave to Austin Blv	yes	yes	yes	no			
04-10-0004	Village Wide Bus Shelters	yes	yes	yes	no			
04-99-0004	25th Ave From IL 64/North Ave To Lake St	no				E1		
05-09-0002	Cicero Rail Yard Switch Engine Retrofit	yes				I		
05-10-0001	Berwyn - Bicycle Parking and Marketing	yes	yes	yes	no			
06-01-0004	Justice-79th St Ped Fac from 88th Ave to Roberts Rd	n/a			no			Project combined with 06-03-0002
06-03-0002	Roberts Rd Sidewalk-79th to 87th St	no			no			
06-06-0061	Calumet-Sag Trail from Cal-Sag Trail Stage 1 to Burnham Greenway Bike Trail	yes				E2	2012	Move E-2
06-09-0004	BRC, Clearing Yard Switcher Retrofit	yes	yes	yes		I		
06-09-0005	104th Ave/Flavin Rd at 95th St	yes						E1 & funds to Const (\$360K - fed) in 2011
06-10-0002	IL 7/Southwest Highway Sidewalks - 76th Ave to IL 43/Harlem Ave	n/a	yes	n/a	no			Project Withdrawn

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07-00-0024	Oak Forest Metra Station Bike Access and Parking	no			no			
07-01-0004	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	no			no			
07-03-0012	Lansing Greenway Connection from Grand Illinois Trail to Thorn Creek Trail	yes			no			
07-06-0001	Safe Routes to Schools-South Suburban Mayors and Manager Association	no				C		
07-06-0002	Cicero Ave Shared Use Path	no				E1		
07-08-0001	S Kedzie Ave from 167th St to 172nd St	no				C		
07-08-0009	Village of Homewood Bicycle Network - Near and Mid-Term Priorities	yes			no			
07-08-0010	CSXT Barr Rail Yard Switch Engine Retrofit	yes	yes	yes	no			
07-09-0005	University Park Metra Station Parking	no			no			
07-10-0002	158th St and 155th St Sidewalk Project between Laramie Ave and Cicero Ave	yes	yes	no	no			
07-10-0003	Lincoln Hwy from Chicago Rd to State St	no	yes	no info	no	C	2012	
07-96-0003	University Parkway Bike Facility and Intersection Improvement at Governors Highway	no			no			
08-02-0008	Villa Park - Roosevelt Road Sidewalk From Ardmore to Michigan	yes				R		
08-04-0001	Eastern Corridor Bikeway and Bikeway Connections	yes			no			
08-05-0002	DuPage County Transit Service Marketing	no			no			
08-05-0005	Oak Brook Employment Area Distributor Service	no				E		
08-06-0004	South Villa Ave Sidewalk from Wildwood Ave to Park Blv	yes			no			
08-06-0052	Mill Rd Bridge Sidewalk Project	no				E2, C		
08-09-0005	County Farm Rd/Army Trail Rd from Schick Rd/Green Rd to Birchbark Tr/84 Ct	yes				C		
08-09-0006	55th St at Cass Ave	yes				E2		
08-09-0007	US Route 34 at Pasquinelli Dr	n/a			no			Funding withdrawn in October
08-09-0008	IL 59 at North Aurora Rd	no			no			
08-10-0002	Jefferson St Sidewalk Improvements, Evergreen St to York Rd	no	yes	no info	no			
08-10-0003	Glen Ellyn Rd from Army Trail Rd to Armitage Ave	yes	yes	yes	no			
08-10-0004	Geneva Rd from President St to Swift Rd	yes	yes	yes	no			
09-00-0021	Summit Street at Dundee Road	yes				C		
09-03-0001	Randall Road at Fabyan Parkway	yes				E2, R		

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09-05-0002	IL 31/Lake St from Indian Trail Rd to Gale St	yes				C		
09-05-0005	Ruby Bikeway	n/a			no			Funding withdrawn in October
09-06-0001	Geneva North Central Trail	n/a			no			Funding withdrawn in October
09-06-0003	Randall Rd at US 20/Foothill Rd	yes			no			
09-08-0002	Kirk Rd at Douglas Rd	yes				E1		
09-08-0003	Main St at Nelson Lake Rd	yes				E1		
09-08-0006	Randall Rd/Huntley Rd from Corporate Blv/Square Barn Rd to Huntly Rd/Sleepy Hollow Rd	yes				E2		
09-08-0013	Galena Blv from Locust St to Ohio St	yes				E2, C		
09-09-0006	Elgin Bikeway Plan Route 1 NE Quadrant	yes			no			
09-09-0007	Elgin Bikeway Plan Route 4 SW Quadrant	no			no			
09-09-0008	US 20 from Plank Rd/Coombs Rd to Nesler Rd	no				C		
09-09-0010	Huntley Rd at Galligan Rd	yes				E1		
09-09-0011	Orchard Rd from Randall Rd to Rochester Dr	yes				E2		
09-09-0012	Randall Rd from Dean St to Main St	yes				E2		
09-09-0013	IL 64 from Randall Rd to Burlington Rd	yes				E2		
09-09-0014	IL 31 and Wilson St from Main St to IL 25	no				E2		
09-10-0002	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	yes	yes	yes	no			
09-10-0003	Fabyan Pwy from Nagle Blv to IL 25	yes			no			
09-10-0004	IL 64 from Tyler Rd to 7th Ave	no	yes	no info	no			
09-10-0005	Dunham Rd/Kirk Rd from Stearns Rd to IL 56/Butterfield Rd	yes	yes	yes	no			
09-10-0006	Farnsworth Ave from Molitor/Diehl Rd to E New York St	yes	yes	yes	no			
10-00-0113	Cedar Lake Rd at Monaville Rd	yes				E2		
10-00-0128	Roberts Rd at River Rd	yes			no			
10-02-0007	Lake Zurich-US 12/Rand Road at Ela Road	no			no			
10-05-0004	Hunt Club Rd at Millburn Rd	yes				C		

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10-05-0005	Hunt Club Rd at Wadsworth Rd	yes				R		
10-06-0001	Everett Rd at Riverwoods Rd	yes			no			
10-06-0003	Deerfield Rd Sidewalk	no			no			
10-06-0005	Highland Park Interconnect	yes	yes	yes	no			
10-08-0001	S Old Rand Rd and Surryse Rd Sidewalks	yes				C		
10-09-0004	US 12/Rand Rd at Bonner Rd	no			no			
10-09-0005	IL 137/Buckley Rd at O'Plaine Rd	no			no			
10-09-0006	US Route 45 at Gages Lake Rd	no			no			
10-09-0009	Cab Connector	yes				I		
10-09-0010	Various Sidewalks Round Lake Beach	no				C		
10-09-0011	US 14/Northwest Hwy at Kelsey Rd	no			no			
10-10-0002	Washington St Bike Path (sidepath)	no	yes	no info	no			JNR Submitted
10-10-0003	Prairie Crossing Bike Path/Midlothian Rd	yes	yes	yes	no			
10-10-0004	Diesel Retrofit Project	yes	yes	no	no			Project Withdrawn
10-10-0005	IL 134/Main Street Sidewalk Project, from west village limit to east village limit	yes	yes	yes	no			
11-03-0007	IL 31 from McCullom Lake Rd to IL 120	yes				E2		
11-03-0019	Walkup Rd/Crystal Lake Rd from Bull Valley to IL 176	yes			no			
11-04-0001	Johnsburg Rd IL 31 - Chapel Hill Rd	yes			no		2011	move Const. to 2011
11-07-0001	Virginia Rd at IL 31(southwest quadrant)	yes				E2		
11-09-0006	Main St and Crystal Lake Ave Railroad Crossings	yes				E1		
11-09-0008	IL 47 from IL 176 South Junction to IL 176 North Junction	no			no			
11-09-0009	Village Bike Rack Installation	yes				I		
11-96-0007	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	yes	yes	yes	no			
12-02-0011	Will County-Weber Road at Renwick Road	no			no			
12-06-0001	Homer Glen Community Bike Trail- within ComEd ROW west of Bell Rd. from south of 143rd St to Will Cook Road	yes			no			
12-08-0003	Laraway Rd at Cedar Rd	no			no			
12-09-0009	Lily Cache Ln from Veterans Pwy to IL 53/Bolingbrook Dr	no				C		

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12-09-0011	IL 53/Baltimore St & IL 102/Water St from First St to Kahler Rd	no				C		
12-09-0012	IL 7/9th St from Lincoln St to Farrell Rd	yes				C		
12-10-0001	135th St Metra Parking Lot	yes	yes	yes	no			
12-10-0002	Romeoville Metra Station and Parking	yes	yes	yes	no			
13-06-0001	Park and Ride Transit for the Northeastern Region	yes			no			
13-06-0004	Advanced Truckstop Electrification	no			no			
13-09-0001	Cook County Fleet Diesel Retrofit	no	yes	no info		I		
13-09-0003	Chicago Area Diesel Retrofit Program	yes				I		
13-10-0001	Suburban Station Bike Parking Improvements	yes	yes	yes	no		Yes	did not provide a new FFY
13-10-0002	Indiana Harbor Belt Railroad Retrofit	no	yes	no info	no			JNR submitted.
13-10-0007	Installation of GenSets on Two Metra Switch Engines	no	yes	no info	no			Currently awaiting FTA Transfer
13-10-0008	Metropolitan Mayors Caucus Idling Reduction Program	yes	yes	yes	no			
13-10-0010	I-55 from Naperville Rd to Lorenzo Rd Expansion of Congestion Monitoring, Incidence Detection and Traveler Information	no	yes	no info	no			Moved off CMAQ A list, was on June letting
13-10-0011	Clean Air Commuter Challenge	no	yes	no info	no			Moved off CMAQ A list, moving forward
13-97-0002	Clean Air Public Information Campaign and Regional Carpool Radio Advertising	yes	yes	yes	no			IDOT obligations on hold
16-08-0002	CTA Yellow Line Rail Branch-Weekend Service (404.015)	yes	yes	yes	no			
16-10-0005	Purple Line Weekend Express Service	yes	yes	yes	no			
16-99-0016	University Pass Program-201.007	yes	yes	yes	no			
17-06-0002	Community Vehicles	no			no			

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